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CENTRAL INTELLIGENCE AGENCY

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SOURCE Newspapers as indicated.

OUTPUT OF RAILROAD EQUIPMENT UP; SCORES PLANT'S SHORTCOMINGS

RAIL OUTPUT INCREASES 80 PERCENT -- Izvestiya, No 26, 31 Jan 50

The 1949 output of rails increased 80 percent compared to 1948, production of road locomotives increased 15 percent, output of road electric locomotives increased 116 percent, and production of freight cars rose 47 percent.

BEGINS PRODUCTION OF NEW CAR -- Pravda Ukrainy, No 44, 21 Feb 50

The Dneprodzerzhinsk Railroad Car Building Plant imeni "Pravda" has begun serial production of 50-ton flatcars under tanks (platforma pod tsisternu).

Leningradskaya Pravda, No 45, 22 Feb 50

The Dneprodzerzhinsk Railroad Car Building Plant imeni gazeta "Pravda" has begun production of new-type flatcars.

NEW TRACK MAINTENANCE EQUIPMENT -- Gudok, No 3, 6 Jan 50

The Tikhoretsk Plant of the Ministry of Transportation has produced the first 14 units of the earth-removal machine designed by V. Kh. Balashenko, for which Balashenko received a Stalin Prize. The machine can be used for removing earth, snow, ice, and slag, and can operate both summer and winter. Balashenko has recently made some improvements in his machine.

At the Tikhoretsk Plant, Balashenko has worked on a cutter for roadbed maintenance. The main unit of the cutter is a scraper conveyer, and it has a screw conveyer, which needs some improvement in design. It is planned to mount the cutter on a tractor and thus avoid interruption of traffic along stretches where repair is being done.

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b. The presence of a nonremovable door on a car must not prevent the utilization of rolling stock for carrying people and other cargoes.

c. In working position, the door must be fastened to the door aperture by special fastenings.

2. For projects and suggestions for removable doors:

a. Installation of the door must not require destruction of nonremovable equipment when people are carried.

b. The service life of the door must be not less than 3 years.

c. The total weight of the door must not exceed 70 kilograms, and the cost of manufacture must not exceed 93-110 rubles per door.

d. In the suggested designs for grain doors, all drawbacks in design of the existing type of grain door must be eliminated.

The existing removable type of car door has the following drawbacks:

1. It does not permit full utilization of the weight and volume capacities of all boxcars when light-weight grain is carried.

2. The hatch beams often break at the connection with the support beams.

3. The fastenings jam because of the sagging of the door and its jamb.

4. The outer vertical slats of the door break, and also the nonremovable equipment of the car breaks because of nails driven into the door.

5. Insufficient durability and rigidity of the design of the door.

The competition is open to individuals and groups. All material must be presented by 1 March 1950 to: Moscow, N.-Basmannaya, No 2, Main Commercial Administration, Ministry of Transportation. Results of the competition will be announced in Gudok. Suggestions presented will be used at the option of the Main Commercial Administration, Ministry of Transportation. Projects not accepted will not be returned and will be kept in the established manner.

The following prizes have been established for the best suggestions:

	Sum (rubles)		No of Prizes		
Prize	Removable Door	Nonremovable Door	Removable Door	Nonremovable Door	Total Sum (rubles)
First	7,000	15,000	1	1	22,000
Second	5,000	8,000	1	1	13,000
Third	2,000	3,000	3	3	15,000
Total			5	5	50,000

KOLOMNA PLANT HAS PRODUCTION DIFFICULTIES -- Moskovskiy Bol'shevik, No 42, 18 Feb 50

The 1949 output of the Kolomna Plant imeni V. V. Kuybyshev was considerably higher than in 1940. The plant also exceeded the plan for gross and commodity production, lowered the cost of production of parts, and adopted a series of new processes. Twelve locomotives were produced above plan from saved materials. All this was accomplished without large capital investments, with the same production area, and with the same number of workers. Labor productivity increased 22 percent.

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However, in spite of the satisfactory over-all figures, there are still some serious shortcomings in the activities of many sections of the plant, leading to failure in the completion of the state assignments for many important items. The plant completed the plan in rubles, but failed to deliver many vital products.

In the locomotive machine shop, the production lines work with interruptions. Even on the lines producing parts with long production cycles (cylinders, side rods), there is no reserve of stocks. The machinists receive the stocks directly as they are brought in, and often are forced to stand idle for lack of stocks.

In 1949, the shop lost more than 4,500 hours because of a lack of stocks and castings. During this time, the shop could have produced parts for almost two locomotives.

In addition to the poor supplying of stocks, the stocks themselves are often of inferior quality. During 1949, 36.741 hours were spent on working parts which finally ended up as breakage. Also, because castings and forgings were delivered with large allowances, it was necessary to expend another 9,752 hours. There were other losses of time connected with the poor preparation of production and unsatisfactory supplying of the shop. In all, workers of the shop worked unproductively 5 percent of the time.

The large unproductive expenditures in the machine shops were a direct result of the unrhythmical pace of all production.

The main reason for the losses of time and unproductive utilization of the facilities of the machine shops was that the metallurgical (forge, cast-iron casting, and steel casting) shops of the plant are extremely neglected. Supply is poorly organized.

The forge exceeded the plan for output of production, but in spite of this it delayed and continues to delay the machine shop because the forging and press equipment is not used at full capacity. This is caused by the failure of the office of the chief power engineer to supply the machines with the proper compressed air pressure. Hammers designed to operate at a pressure of 6-7 atmospheres receive a pressure of 4-4.2 atmospheres, and as a result, it is necessary to make many parts by the cold-forging method, even though there are stamps. Thus the forging time is increased 25-30 percent and the quality of the stock is impaired.

A second reason for the low output of the forge equipment is the attitude of the plant's administrators toward mechanization. In the forge everything is done by hand.

The poor work of the supplies department hinders the forge considerably. During 1949 the forge reworked from one size to another 1,600 tons of steel, enough to make forgings for 11 locomotives. To rework such a quantity of steel, the forge was obliged to waste about 50,000 norm-hours.

One excuse given for the poor work of the forge is that a new forge is being built. However, the new forge is still in the project stage.

The cast-iron casting shop, another bottleneck, could produce at least twice as much as required by the plan, but it does not even meet the clearly lowered assignment. In 1949 the plant lost 8,446,000 rubles from breakage in the shop, and the shop spoiled 3.5 times the amount of castings that it failed to deliver to other shops according to the production program.

Nevertheless, no one in the plant tries to eliminate breakage. The data on breakage from the technical, metallurgical, and technological standpoints have not been analyzed. Chief Metallurgist Lomako and Director Yakovlev are concerned with breakage only when it reaches 60-80 percent of the total cast part of various parts.

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The operation of the steel-casting shop also hinders the flow of the production of locomotives. Although the shop exceeds the plan, from month to month it fails to deliver many tons of finished castings. Because of the unsatisfactory work of the molding and core sections, many defective castings have to be reworked by welding.

The poor operation of the plant's metallurgical shops has led to a situation where the equipment in the machine shop is utilized to only 49 percent of capacity.

SCORES ROSTOV PLANT'S PRODUCTS -- Gudok, No 4, 8 Jan 50

The railroad signals delivered by the Rostov Electrotechnical Plant (director, A. Chalenko) are of very poor quality. The three-line burner (gorelka) is so constructed that it is impossible to insert the wick without a needle, pin, or wire. The knob jumps off the rod, or the rod turns and cogwheel does not move. When the lamp is lit, the flame is not in the center, but right under the lid of the lamp.

Air horns produced by the plant lose their "voice" after 2 days.

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